



**AMENDED
SAFETY RECALL 15E-029
STOP SALE NOTICE**

To our Customers:

This notice is provided to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act to amend the prior Safety Recall - Stop Sale Notice.

On or about April 20, 2015, Lippert Components, Inc. ("LCI"), sent you via e-mail and overnight delivery a Safety Recall - Stop Sale Notice regarding a defect which related to certain 12" and 10" brake hubs manufactured by TRP International, Inc. identified as Tru Ryde and incorporated into LCI axles from Plant 45 in Indiana and Plant 57 in Idaho and sold to final stage manufacturers ("OEMs").

LCI has conducted a thorough analysis of the data compiled including, without limitation, the volume of axles produced, the reported stud fractures (all of which occurred during the installation of the wheels on the hubs at the OEMs' facilities or upon inspection during the field investigation), the field investigation, and LCI and independent lab testing of the studs. Based on the analysis there are 2261 axles produced in Indiana and 2316 axles produced in Idaho which are being recalled. This determination was made final on May 12, 2015.

LCI will be filing an amended 573 Notice with NHTSA to address the redefined scope of axles being recalled. We are giving you notice of this because your company received shipment(s) of axles possibly containing the brake hub assemblies that are within the axle recall population. The details of these shipments are included with this Amended Notice in a separate spreadsheet of all axle serial numbers within the recall population that were sold to your company. You may have an independent obligation to notify NHTSA under 49 CFR 573 and we encourage you to consult with your legal advisors.

If the axle serial numbers, which LCI provided in the included spreadsheet, are still in your inventory, you must not sell to a retail customer or install these assemblies. It is a violation of federal law to sell any of the assemblies covered by this recall to retail customers. Neither the axle nor the recreational vehicle or trailer containing such axle may be sold. Included with this notice is the Trailer Axle Hub Stud Breakage Identification which directs you on how to identify the affected axle and to the separate replacement instructions.

You will be receiving another letter from LCI that will provide further details about this recall and how it will be administered. In the meantime, should you have any questions, please contact Pamela VanderMel at 574-312-6040 or pamelav@lci1.com.

Sincerely,

Lippert Components, Inc.



Lippert Components, Inc.

Equipment Report

NHTSA ID: 15E029 Transaction ID: 15-001523-16441-11 (Amendment 1)

Required fields indicated with *

Manufacturer: Lippert Components, Inc.

Attn: Shawn Lewis
Elkhart IN 46515Pamela VanderMej Warranty Manager
574-312-6040

This is a Safety Defect Report.

Equipment Information

Axles Hub 122093

* Brand/Trade: Axles

* Model: Hub

Production Dates Begin: 03/12/2015
End: 03/26/2015

* Part No.: 122093

Size:

Function:

Axle

Descriptive Information:
12 x 2 Brake Hub

Axles Hub 122093,122096,126003

* Brand/Trade: Axles

* Model: Hub

Production Dates Begin: 03/13/2015
End: 04/15/2015

* Part No.: 122093,122096,126003

Size: 12x2, 10 x 2 1/4

Function:

Axle

Descriptive Information:
12 x 2 Brake Hub and 10 x 2 1/4 Brake hub

Number potentially involved: 9154

Estimated percentage of involved with defect: 1%

Defect / Noncompliance Description

For this Defect/Noncompliance:

* Describe the defect or noncompliance:

Broken wheel stud at in-process torque station not representative of improper torque process but rather a suspect process condition due to the location of the failure on the wheel bolt. The stud breakage was under the serrations located on the top of the threads.

If a noncompliance, provide the applicable FMVSS:

Describe the cause:

Cause is embrittlement due to "Tempered Martensitic Embrittlement".

* Describe the safety risk:

All failures have occurred at in-process torque or at PDI torque process station at the OEM. There have been no field failures.

Identify any warning which can precede or occur:

No warning until final torque is placed on nut.

This Recall affects all vehicles.

If applicable, identify the manufacturer of the defective or noncompliant component. If the manufacturer of the component is unknown, provide the information for the company that supplied the subject component.

Component manufacturer

Company Information

Company Name: TRP International,
Inc.
Country: United States
Address 1: 21840 Protecta Drive
Address 2:
City: Elkhart
State: INDIANA

Company Contact Information

First Name: Fred
Last Name: Buckingham
Position: Engineering & Quality Manager
Email: FBuckingham@trpintl.com
Phone: 5749701680

Zip/Postal Code: 46514

Purchaser Information**Chronology of Defect / Noncompliance Determination**

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.:
Please see attached document listing Chronology.

Identify the Remedy

Describe the defect/noncompliance remedy program, including the manufacturer's plan for reimbursement.

Lippert Components will replace the hub with a new hub which was built from studs supplied by a different manufacturer. Lippert Components will reimburse OEM's for hub changes occurring in the field by dealers.

Describe what distinguishes the remedy component from the recalled component.

Placed all hub and drums on hold within the Lippert facility until testing could be completed. If shipment was needed the product was replaced with a different supplier. This issue has not been located in any other supplier's product or past production runs. Testing is under way in our R & D facility. A fixture was designed to try to repeat the breakage within a controlled environment. Testing is ongoing.

Identify and describe how and when the recall condition was corrected in production.

All hub and drum assemblies from TRP for Indiana and Idaho and all hub and drum assemblies from Axle Technology for Indiana that contained the suspect B-blank studs were placed on hold. The studs that fractured were all B-blank studs from the same factory. LCI cleared all hub and drum assemblies containing B-blank studs on April 22, 2015 at production facilities. Any assemblies posted prior to April 23, 2015 were placed on hold to verify they did not contain any B-blank studs.

Identify the Recall Schedule

Describe the recall schedule for notifications.:

Lippert started notifying its customers on March 27, 2015.

Planned Dealer Notification Begin Date:

Planned Dealer Notification End Date:

Planned Owner Notification Begin Date:

Planned Owner Notification End Date:

Manufacturer's Identification code for this recall (if applicable):

LCI-TRP-0315001

Please be reminded that owner notification letters must be mailed no more than 60 days from submission of this report.

Manufacturer Comments to NHTSA Staff

Regarding the field titled Production Dates, please note the date above is the earliest and most recent production dates involved, the entire range of dates are not included. The following production dates are being recalled specific to our production facility. Indiana Produced Product: 3/13/15, 3/17/15, 4/10/15, 4/13/15, 4/14/15 and 4/15/15. Idaho Produced Product: 3/20/15, 3/23/15, 3/24/15, 3/25/15, 3/26/15, 3/27/15, 3/30/15, 4/1/15, 4/2/15, 4/3/15, 4/6/15 and 4/7/15. Regarding field above titled "Estimated percentage of involved with defect". The above field would not allow us to enter the decimal, we wish to utilize this field to restate the % is .018%.

Document Upload

There are 0 documents associated with this report.

1200 New Jersey Avenue, SE, West Building Washington DC 20590 USA 1.888.327.4236 TTY 1.800.424.9153

This application works best in IE9 and above and recent versions of Firefox, Chrome and Safari



COMMONLY ASKED QUESTIONS & ANSWERS

REGARDING LCI'S 573 NOTICE FOR AXLES INCORPORATING TRP INTERNATIONAL, INC. TRU RYDE HUBS

Q1: What is the suspected root cause of the known stud fractures?

A1: Third party testing is still ongoing but initial results indicate that the stud fractures were primarily caused by embrittlement due to a phenomenon called Tempered Martensite Embrittlement which happens when the steel is tempered or cooled slowly and was not due to a defect at the attachment point in the hub housing.

Q2: How many stud fractures have occurred?

A2: Based on current reported stud fractures as of April 16, 2015:

Indiana (Plant 45) 6 stud hub – 14 out of 7,560 studs or 0.185%

Idaho (Plant 57) 6 stud hub – 1 out of 29,184 studs or 0.0034%

Idaho (Plant 57) 5 stud hub – 37 out of 60,690 studs or 0.061%

The known stud fractures among the total suspect population have been infrequent and random. There have been no reported stud fractures in the field or any reported crash or injury involving a stud fracture from the suspect lots.

Q3: How were the stud fractures occurring?

A3: All known stud fractures occurred while torqueing of the lug nut on the stud during the assembly process at the OEM facilities or during the subsequent field inspection and replacement process by LCI.

Q4: How are the potential defective studs being located?

A4: The scope of the affected stud lots have been identified and are all traceable.

Q5: What are the chances of a retail consumer having a unit affected by the recall?

A5: As a result of LCI's prompt field action, it is believed that most of the studs have been or will be contained at the OEM's facilities, the transport yards or dealer lots before they enter the retail market.

Q6: What are the risks to a retail consumer?

A6: In the unlikely event a stud fractures in the field and the remaining lug nuts are properly torqued, wheel retention on the vehicle should not be affected.

Q7: Given the lack of stud fractures in the field why did LCI initiate a recall?

A7: LCI's recall and field action was taken out of an abundance of caution to minimize the risk of motor vehicle safety to the general public and its customers.

Sincerely,

Lippert Components, Inc.

Trailer Axle Hub Stud Breakage Identification - Recall Number 15E-029

NOTE: This document affects trailer drums being supplied from Lippert Components, Inc.

Lippert has been notified of broken studs on certain drums supplied by, and installed on, LCI axle assemblies. If you are in receipt of this communication, you may be in possession of an affected unit. To confirm a suspected drum, first, reference the affected VIN listing provided by the Vehicle Manufacturer (attached). If the VIN is in the affected scope, follow the procedure outlined in the **Trailer Axle Hub Replacement Manual**. If the drum is determined to be affected, it **MUST** be replaced, see **Trailer Axle Hub Replacement Manual** for proper replacement procedure.

The affected drums **do not need to be returned**, but the repair facility will need to submit a clear photo of each axle tag with the axle serial number and manufactured date (also on the axle tag) (see Figs. 5 & 6) and a clear photo of the affected drum(s) (see Figs. 1-4) to include with their claim. All original drums **MUST** be destroyed and cannot be reused or sold.

Inspection Procedure

Step 1. Check the Axle Tag, Figs. 4 & 5, for the manufacture date. If the date falls on any of the following proceed to step 2:

INDIANA AXLE DATES - 2015: 3/13, 3/17, 4/10, 4/13, 4/14, 4/15

IDAHO AXLE DATES - 2015: 3/20, 3/23, 3/24, 3/25, 3/26, 3/27, 3/30, 4/1, 4/2, 4/3, 4/6, 4/7

NOTE: If the axle tag date is not listed above, no further repair is required, but it **WILL** be necessary to document the inspection to include the axle serial number and date listed on the axle tag.

Step 2. Inspect drum for Tru Ryde or Axle Tek logo:

- Safely jack up and support the unit according to the manufacturer's instructions.
- Remove lug nuts from wheels on the axle(s) to be inspected.
- Remove the wheel and check the drum face:

FOR INDIANA ONLY

Axle Date of Manufacture	Drum Type	Replace?
3/13, 3/17	Tru Ryde	Yes
	Axle Tek	No
	LCI	No
4/10, 4/13, 4/14, 4/15	Tru Ryde	No
	Axle Tek	Yes
	LCI	No

FOR IDAHO ONLY

Axle Date of Manufacture	Drum Type	Replace?
3/20, 3/23, 3/24, 3/25, 3/26, 3/27, 3/30, 4/1, 4/2, 4/3, 4/6, 4/7	Tru Ryde	Yes
	Axle Tek	No
	LCI	No

NOTE: If the DOM and Drum Type combination match those listed in the tables above, the drum(s) **MUST** be replaced. Kits can be ordered by contacting Lippert Components, Inc. directly or the units OEM, see Fig. 7 for the list of kits. See the **Trailer Axle Hub Replacement Instructions** on page 3. If the DOM and Drum Type do not match the chart listings, the drums do not need to be replaced.

Fig. 2 - Tru Ryde Drum



Fig. 3 - Axle Tek Drum

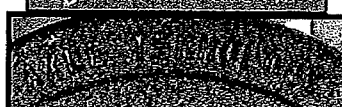
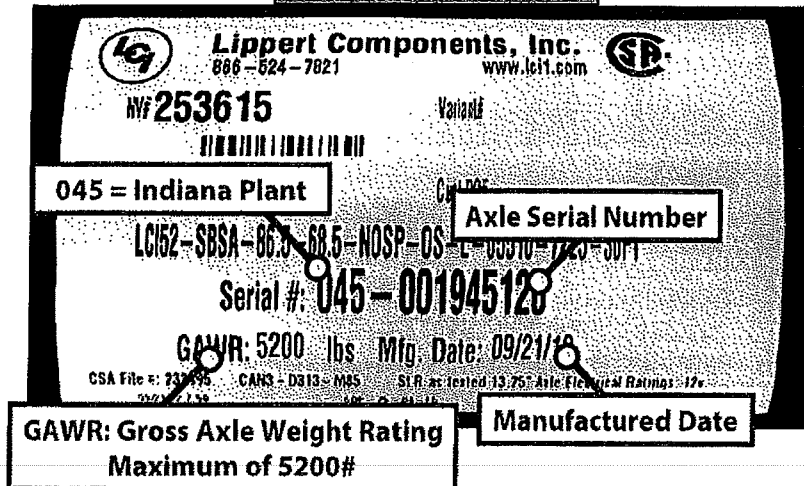


Fig. 4 - LCI Drum

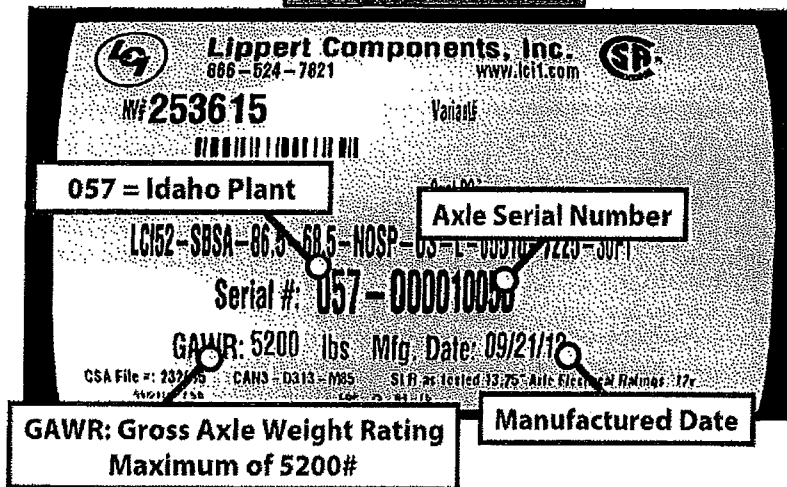


Fig. 5 - Indiana Axle Tag



NOTE: The Axle Tag Images are for reference only, see Figs. 5 & 6. The information on the pictured tags does not represent the axles included in this notification.

Fig. 6 - Idaho Axle Tag



NOTE: The Axle Tags demonstrate the plants from which the original axles in question were shipped, see Figs 5 & 6. Please take note of the first three numbers of the Serial Numbers on the Axle Tags to determine the plant of origin.

Fig. 7 - Drum Replacement Kits

NOTE: All Drum Replacement Kits are listed by LCI part number.

Kit - 378157 - GAWR: 5200 lb.

1. Hub - 12" - 6 Lug
2. Hub Replacement Manual
3. Cotter Pin

Kit - 378538 - GAWR: 3500 lb.

1. Hub - 10" - 5 Lug
2. Hub Replacement Manual
3. Cotter Pin

Kit - 378536 - GAWR: 7000 lb.

1. Hub - 12" - 8 Lug
2. Hub Replacement Manual
3. Cotter Pin

